

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 07/30/2001**

ANC01TA032		01/23/2001		Kipnuk, AK		Aircraft Reg No. N737CU		Time (Local): 13:30 AST					
Make/Model:		Cessna / 172				Fatal		Serious		Minor/None			
Engine Make/Model:		Lycoming / O-320-E2D				Crew		0		0		1	
Aircraft Damage:		Substantial				Pass		0		0		1	
Number of Engines:		1											
Operating Certificate(s):		None											
Type of Flight Operation:		Public Use											
Reg. Flight Conducted Under:		Part 91: General Aviation											
Last Depart. Point:		Bethel, AK						Condition of Light:		Day			
Destination:		Same as Accident/Incident Location						Weather Info Src:		Pilot			
Airport Proximity:		On Airport						Basic Weather:		Visual Conditions			
Airport Name:		KIPNUK						Lowest Ceiling:		4500 Ft. AGL, Overcast			
Runway Identification:		33						Visibility:		10.00 SM			
Runway Length/Width (Ft):		2120 / 35						Wind Dir/Speed:		060 / 008 Kts			
Runway Surface:		Gravel						Temperature (°C):		-7			
Runway Surface Condition:		Ice Covered						Obstr to Vision:		None			
								Precipitation:		None			
Pilot-in-Command		Age: 38						Flight Time (Hours)					
Certificate(s)/Rating(s)								Total All Aircraft:		128			
Private; Single-engine Land								Last 90 Days:		Unk/Nr			
Instrument Ratings								Total Make/Model:		126			
None								Total Instrument Time:		4			

The private certificated pilot/owner was landing at a remote airport. The purpose of the flight was to work on the FAA's VOR building at the destination airport. The pilot is an employee of the FAA's Airways Facilities Branch. The pilot said that his check of weather conditions included a wind report of 060 degrees at eight knots. Upon arrival over the airport, the pilot said he visually checked the wind sock at the airport. The wind sock frame appeared to be oriented about 150 degrees, but the tail of the sock was blowing at an angle. The wind appeared to be 060 degrees at 10 knots, with gusts to 15 knots. The pilot landed on runway 33, touching down at the approach end of the runway. The runway surface was icy, and about 300 feet after touchdown, the airplane was blown to the left. The pilot was unable to correct the left drift, and the airplane departed the left side of the runway, into an area of soft snow. The airplane nosed over, and received damage to the wings and vertical stabilizer. The remarks section of the airport facility directory/Alaska supplement notes that the airport is unattended, the runway condition is not monitored, the airport has frequent crosswinds, and the windsock at the south end of the airport is damaged, and not functioning properly.

Brief of Accident (Continued)

ANC01TA032				
File No. 10205	01/23/2001	Kipnuk, AK	Aircraft Reg No. N737CU	Time (Local): 13:30 AST

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER  
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES,WIND DIRECTION INDICATOR - INACCURATE
  2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. (F) WEATHER CONDITION - CROSSWIND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
  5. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - SNOW COVERED
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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - ROLL

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
The pilot's inadequate compensation for a crosswind during the landing roll. Factors in the accident were the presence of a crosswind, an icy runway and snow covered terrain, the pilot's inadequate preflight planning/preparation, and an inaccurate wind direction indicator.